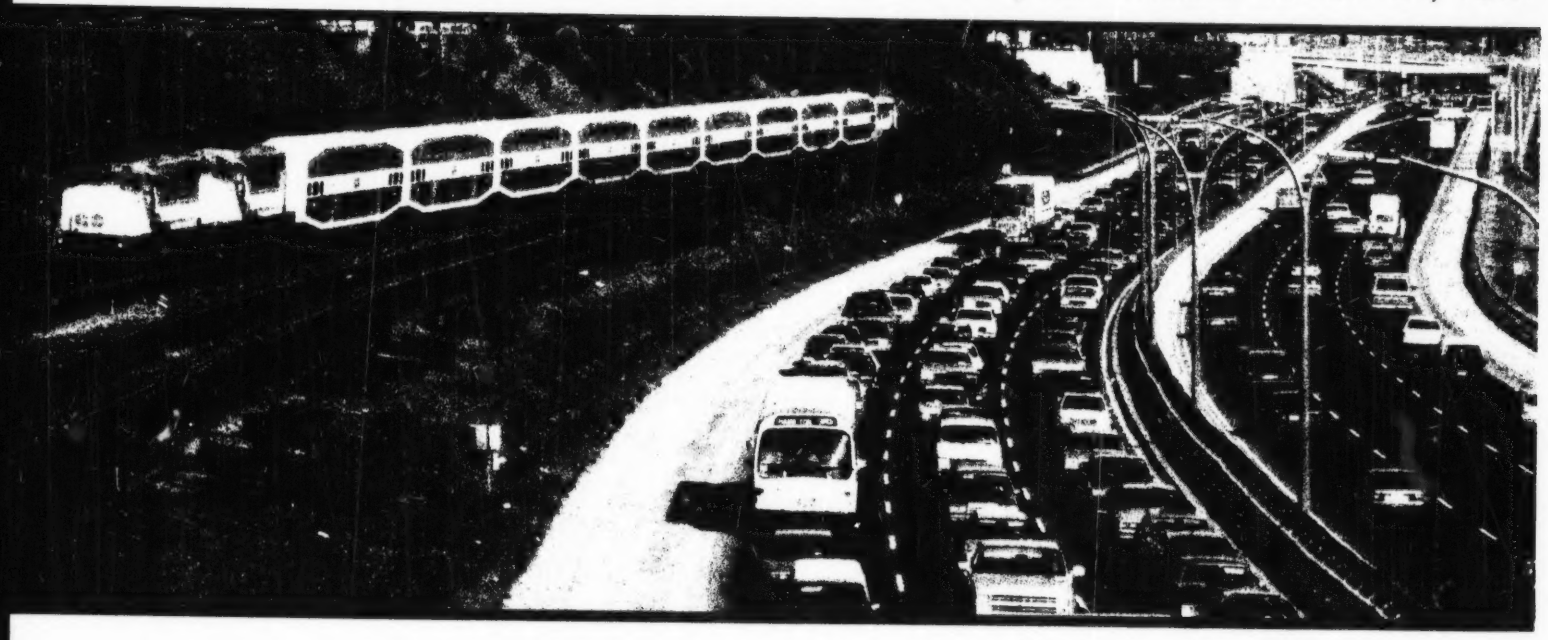
GO TRANSIT

Annual Report

For the year ended March 31, 1987



Toronto Area Transit Operating Authority

GO TRANSIT

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10 July 1987

The Honourable Ed Fulton
Minister of Transportation
and Communications
Ferguson Block
Queen's Park
Toronto, Ontario
M7A 1Z8

Dear Mr. Minister:

It is my honour, on behalf of the Members of the Board, to present the 1986-87 annual report of the Toronto Area Transit Operating Authority.

It is also my pleasure to extend our thanks to you and your staff at the Ministry of Transportation and Communications for your continuing co-operation and assistance, a special relationship which we at GO Transit hope will continue to grow.

Respectfully submitted,

L H. Parsons

Louis H. Parsons
Chairman

Ontario

Office of the Minister

Ministry of Transportation and Communications

Ferguson Block
Queen's Park
Toronto, Ontario
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13 July 1987

The Honourable Lincoln M. Alexander
Lieutenant Governor of Ontario
Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A1

May It Please Your Honour:

I have the privilege of presenting for the information of Your Honour and the Legislative Assembly the report of the activities of the Toronto Area Transit Operating Authority for the year ended 31 March 1987.

Respectfully submitted,

Ed Fulton

Ed Fulton
Minister

A Year of Progress

The fiscal year was one of progress, in which substantial ridership gains were made, and service was greatly improved in the first stage of the Lakeshore train service's expansion.

Weekday morning service was increased substantially in October on the Lakeshore West with the addition of a Hamilton-Toronto round trip and two more short-turn trains originating at Port Credit. The first step in GO Transit's plan to bring full service to Burlington by the early 1990s, this increase brought immediate relief to rush hour overcrowding, and also proved immediately popular, boosting ridership considerably on the Lakeshore for the year. By year end, the Lakeshore line had carried 663,000 more passengers than last fiscal year, an increase of 5.8 per cent – and nearly double the increase in carryings of the year before; the line will no doubt continue to undergo significant ridership growth in the years to come when GO Train service becomes operational on the extensions to Whitby and Burlington.

The rest of the system did not pale in comparison, either. GO Train ridership rose overall by 5.4 per cent, compared with 4 per cent the year before, and GO Bus carryings maintained a healthy 2.2 per cent increase. All the other five rail corridors, while their carryings were not as dramatic as the Lakeshore's in terms of sheer numbers, still posted significant ridership increases, ranging from the Milton line's 1 per cent to more than 9 per cent for the Stouffville service and over 10 for Bradford. All bus corridors except one registered increases too, with several substantial individual route increases such as the CityLink service's 5.7 per cent.

These increases, I am sure, reflect the confidence GO's passengers have in the system and its ability to provide the best service economically possible; GO Transit will continue its efforts in this regard, improving interregional transit wherever feasible to meet the growing needs of the Greater Toronto Area.

Toward this end, GO participated in some important developments during the year that could have major impacts on the way public transit is provided in this area in the future. It took part in the Transportation Planning Forum convened by the Minister of Transportation and Communications, a think tank to generate ideas and information to give the Government a sound base for its future transportation investment strategy. GO was involved in the Transportation Tomorrow survey, a major study of the travel habits of the area's residents, and the first undertaking of this scope in two decades, since the far-reaching study that set up GO Transit in the late 1960s. And GO provided input to the Province's Transit Advisory Group established to probe the future of interregional transit in the GO service area – a study that is expected to have major implications for transit in the Greater Toronto Area.

Progress was also made during 1986-87 in the train service expansion program, GO's biggest expansion since it launched bus service in 1970. Details are provided inside this report, and I would like to note that all work is on schedule, progressing towards the late 1988 target date for the opening of the Pickering to Whitby Lakeshore extension and the upgraded Milton service.

I am proud of the accomplishments of the year, and confident that GO will keep rising to the challenges presented it. I would like to thank all who played a part for their contribution to this effort – staff, Board Members, contract operators – and look forward to working with everyone again in 1987-88. The next fiscal year will be an important one for GO Transit, which will be celebrating its 20th birthday in May 1987, and I am sure that the spirit, the verve of the last 20 years will carry on into the next two decades – and beyond.

L. H. PARSONS
Chairman

Ridership

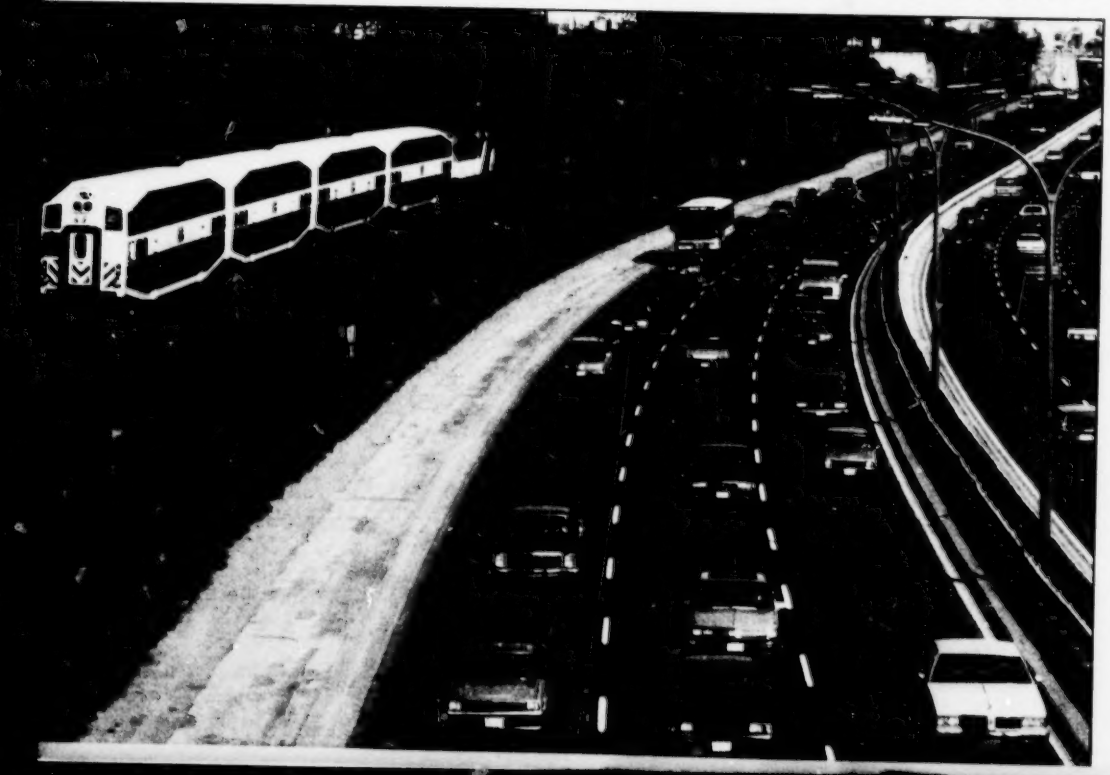
Steady ridership gains were made for another fiscal year, including a substantial increase on the Lakeshore trains.

Combined system carryings, bus and rail, totalled nearly 27 million passenger trips in 1986-87, just over a million more than in the previous fiscal year. GO Trains carried 16.1 million and GO Buses 10.8 million passengers, for a total of 26.9 million; in comparison, system ridership in 1985-86 was 25.9 million (15.3 million on the trains and 10.6 on the buses), and in 1984-85 had been 25 million (rail, 14.7, and bus, 10.3 million).

The rate of growth – the percentage increase in carryings from one fiscal year to the next – was once again healthy. The additional million-plus trips system-wide was a gain of 4.1 per cent, compared with the 3.3 per cent increase from 1984-85 to 1985-86. Rail ridership was up by 5.4 per cent, compared to 4 per cent from 1984-85 to 1985-86, whereas bus ridership held steady at 2.2 per cent, compared to the previous 2.3 per cent increase.

Again, all six rail corridors posted increases for the year, with growth rates ranging from 1.1 per cent for the Milton trains to 9.5 and 10.5 per cent respectively for the Stouffville and Bradford services. The Lakeshore line, however, outstripped the others in sheer numbers: carryings rose by 663,000 trips over last fiscal year, an increase of 5.8 per cent (and almost double the 363,000 additional trips carried in 1985-86 over 1984-85). The most heavily used of the six routes, and the only full-service one, the Lakeshore will undoubtedly continue to experience significant increases in the years to come with the opening of the extensions eastward from Pickering and west from Oakville; 1986-87's gain, in fact, was partly the result of October 1986's increase in service between Hamilton and Toronto, the first phase of the Lakeshore West's expansion.

For the other five lines, the increases in carryings, 1986-87 over 1985-86, were: 59,000 additional trips on the Georgetown service;



GO Train at Sunnyside, near downtown Toronto

41,000 on Richmond Hill; 26,000, Stouffville; 22,000, Bradford; and 15,000, Milton.

On the bus system, all corridors except Milton posted increases, with some routes in these corridors faring better than others. Growth rates, while not as dramatic as last year's, were still considerable: the Hamilton QEW CityLink service's carryings rose by 5.7 per cent over 1985-86; the Finch subway-Richmond Hill exact-cash service by 5.5 per cent; the Oshawa Highway 2 service, 5.1 per cent; and the Markham/Uxbridge service, 3.5 per cent.

Marginal growth occurred on the Bramalea/Brampton, Finch-Newmarket ticketed, and Bowmanville routes. The Pickering train meet, Meadowvale/Milton, and Brampton/Guelph services experienced slight decreases. And, as expected, the Oakville train meet service declined in ridership after the train service improvements of October on the Lakeshore West, while the Hamilton Lakeshore service continued its decline of recent years – partly because of the increased use of the GO Train, partly because of improvements in municipal transit service along the corridor.

Average weekday ridership at year end stood at 96,200 passenger trips system-wide, up from 91,800 last year and 89,000 the year before that. Of the 96,200, 60,100 trips were on the trains (up from 1985-86's 56,800) and 36,100 on the buses (up too from 35,000). Average weekday ridership peaked as usual in August and went over 100,000 trips for the first time: 102,650, of which 65,550 were carried on the trains and 37,100 on the buses (including 3,000 on the Canada's Wonderland summer contract service).

GO's fare integration program remained popular, with the number of passengers taking advantage of it slightly higher than last year's, at some 7,700 trips a day at fiscal year end. First tried out in 1979 and adopted permanently in 1981, the program integrates GO's fares with those of participating municipal transit systems to offer free or discounted transfer between the local transit bus and the GO Train; its cost is shared with the participating municipality, GO's subsidy being 75 per cent of the local transit fare that would have been collected without fare integration. Intended to be an attractive alternative to driving and parking, and as an incentive for people to take public transit all the way to their destination, fare integration is in place in Brampton-Bramalea, Oakville, Burlington, Mississauga, and Pickering; at year end Ajax and Whitby Transit had expressed interest in joining the program when the Lakeshore East GO Train extension opens in 1988.

Special Events Service

Demand for service for special events and attractions remained strong.

GO Transit again operated regular and special service, bus and rail, for a variety of attractions, including Blue Jay and Argonaut home games, the Canadian Open golf championship, Canada's Wonderland, Ontario Place, the Canadian National Exhibition, and numerous shows and events through the year at Exhibition Place, Metro Convention Centre in downtown Toronto, and the International Centre in Mississauga. Exhibition Place events being perennially popular, 9.1 per cent of the Lakeshore rail line's total patronage in 1986-87 went through Exhibition GO station: 1,112,000 out of 12,174,000 trips (including those during the three-week Canadian National Exhibition in August-September). Recognizing the importance of providing such service, and of the potential of such attractions for generating extra revenue, GO continued promoting its off-peak service to the public as a convenient, comfortable, and economical alternative to driving by car.

The fiscal year's highlights were:

- Baseball and football season ridership, which reversed the pattern of last year. Ridership for Argonaut home games, after slumping last season, jumped by nearly 20 per cent from 32,000 rides in 1985 to 38,280 in 1986; the Argos' attendance itself dropped slightly from last year, but GO's Exhibition station ridership as a percentage of attendance was still a respectable 7.1 per cent. Extra homebound trains operated as needed during the season. Baseball ridership, meanwhile, after last season's playoffs boost, fell by 12 per

cent from 409,000 rides in 1985 to 359,000 in 1986 – home game attendance was lower than average, two games were rained out, and the Blue Jays played four fewer games this season than last; still, GO's share of the gate was 9.3 per cent, up from last season's 8.6 per cent. Extra trains waiting at Exhibition station to take fans home ran for the third straight season, after every evening and weekend game.

- Exhibition station ridership during the CNE, which dropped slightly from 1985. GO Trains handled nearly 517,300 trips through the station during the 1986 Canadian National Exhibition, a decrease of 1.2 per cent from 1985's carryings of 523,400. Rainy weather for much of the 20-day run dampened attendance (the CNE's dropped by over 143,000, or 6 per cent, from the year before), but GO still set a one-day CNE ridership record on Sunday, August 31, with 63,566 trips, surpassing the old high of 56,641 set on the same date in 1985. GO's share of the gate also increased from 1985's 11.4 per cent to 12 per cent in 1986.
- Canada's Wonderland ridership, which was slightly lower than in 1985. The express bus service which GO operates under contract to Canada's Wonderland carried 347,000 passengers in the 1986 season, compared to the record 348,000 the year before; the service, which shuttles between the park and York Mills and Yorkdale subways, was in its sixth successive season in 1986.

Rail Service

Responding to commuter demand, GO Transit improved rail service substantially on the Lakeshore West in October, the first step in its plan to bring full service to Burlington by the early 1990s.

Off-peak crowds at Exhibition station

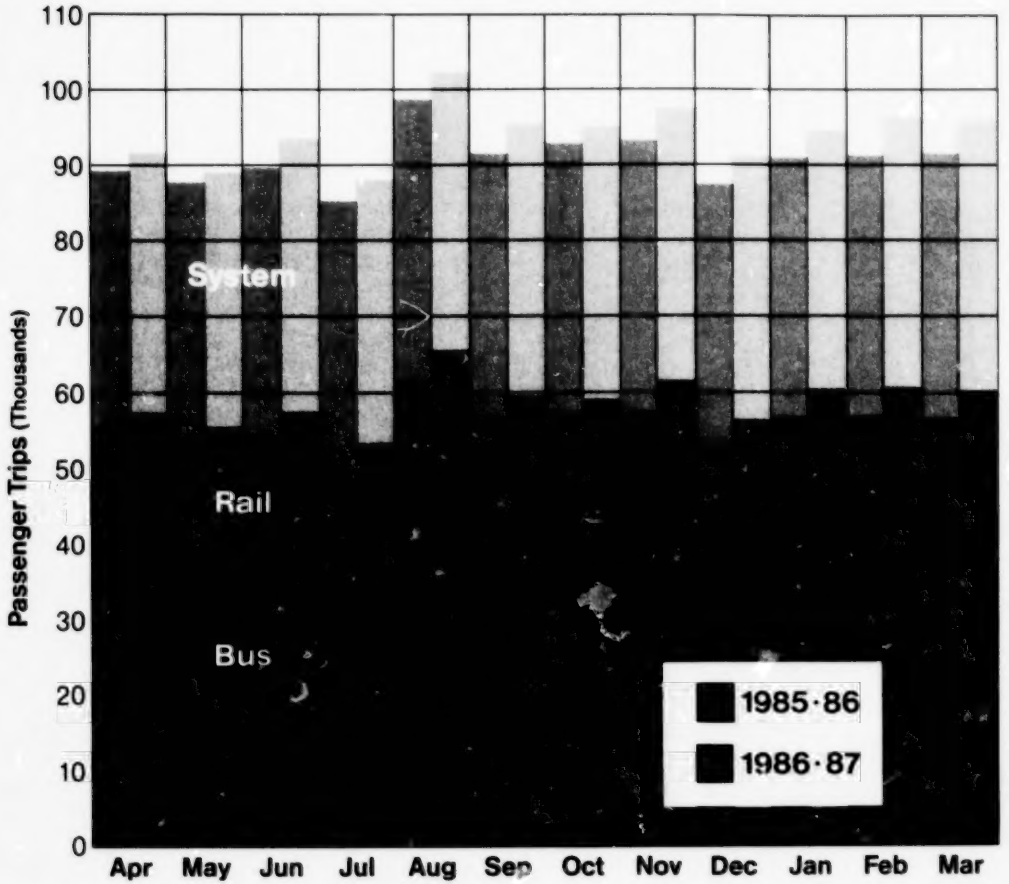
Speedier weekday morning service with less crowding was provided with the addition on October 27 of a Hamilton-Toronto round trip and two short-turn trains originating at Port Credit. The new Hamilton-Toronto train, running express from Clarkson to Union Station in the morning, gives Hamilton, Burlington, and Oakville West passengers the choice of three departures into Toronto each morning and three return at night; the revamping also gives Oakville and Clarkson commuters four trains express from Clarkson to Union in the morning, instead of the two from Oakville and one from Clarkson before the change. The two new "Port Credit turns" give Long Branch and Port Credit commuters three trains originating empty at Port Credit each morning rush hour.

The afternoon schedule remains unchanged except for the return leg of the new Hamilton round trip.

GO Train service was also adjusted throughout the year in conjunction with GO Bus service for special events, sporting, musical, and cultural, at Exhibition Place and in downtown Toronto; and service was again adjusted over Christmas and New Year's to meet holiday demand.

During the summer of 1986, major track rehabilitation continued along the entire

Average Weekday Ridership



Lakeshore line – the third of four such summers of work by CN Rail. Although not often required, an extra trainset in the off-peak kept service delays to a minimum, as in the summer before.

From April to August, 75 kilometres of new, continuous welded rail was installed and 47 switches replaced on the Lakeshore East between Cherry Street, just east of Union Station, and Pickering; ties and ballast were replaced between Clarkson and Burlington on the Lakeshore West; and station track was rehabilitated at Long Branch, Port Credit, and Clarkson. Ties and ballast work and station track renewal will be completed in 1987 between Clarkson and Exhibition, and the existing welded rail on the Lakeshore West replaced.

Renewal of ties and ballast was carried out on the other CN-operated GO routes as well. GO's share of CN's $20-million 1986 program (which included the Lakeshore work) was $12.4 million; the 1987 work season is expected to cost $18 million, with GO's portion budgeted at $6 million. (Cost-sharing is based on the gross ton miles of the users, GO, CN, and VIA Rail.)

CN and GO also continued their joint program of installing switch heaters at key points to improve winter performance. Thirteen were installed for $200,000 in the western approaches to Union Station and proved very effective in the winter of 1986-87, keeping switches clear and train delays to the minimum in and out of Union and GO's

Bathurst North off-peak storage yard just west of the station; track clearance crew hours were also reduced significantly, and more heaters may be installed in this approach corridor in the next fiscal year. New units will also be installed at Oakville to ease train movements at that busy station.

On the Milton line, GO wound up its Proof of Payment honor fare experiment and decided to extend the POP system to the rest of the GO Train network (see *Proof of Payment* for details).

Bus Service

The multi-year assumption of driver services from contract operators continued with the take-over of the Milton corridor from Gray Coach Lines on June 25.

Seven drivers, most of whom transferred over from Gray Coach or the Toronto Transit Commission, came under GO's employ in this phase, which increased the proportion of the bus system operated directly by GO to over 40 per cent. The phasing-out of contracted service will continue corridor by corridor as scheduled over the next three fiscal years, with assumption of the Georgetown corridor in September 1987, Hamilton in 1988, and Oshawa in 1989; Gray Coach now operates these corridors for GO, except for the Oshawa-Bowmanville route, which Charterways runs.

The transition from driver and support services supplied under contract by outside agencies to direct operation by GO Transit had begun in January 1984 with the take-over of the Uxbridge corridor and the Newmarket corridor's Bayview service from Travelways. The rest of the Newmarket corridor – the system's busiest – transferred from Gray Coach in April 1985, increasing fivefold the number of drivers that GO employed; the change-over from Gray Coach operation had actually started a few months earlier, in January, when GO assumed central radio dispatch for the entire bus network.

Changing over to direct operation – which includes all planning and administration as well as the actual driving – has, as predicted, eliminated administrative duplications and allowed considerable financial savings for GO, which believes that only through direct operation can it, in the best interests of the public, exercise proper control over the running of its bus services.

During the fiscal year, operational efficiency was also improved with the installation of a microcomputer scheduling and information system for scheduling and crewing and the automated production of driver schedules; the second phase of this computerization of the bus operation – dispatching and timekeeping – will be introduced by late 1987.

Service revisions were made as usual in April and October, including adjustments between Oakville and Hamilton in conjunction with October's expansion of GO Train service on the Lakeshore West. Late-evening and Sunday-and-holiday service was increased between York Mills and Brampton as well, and Uxbridge-Scarborough service was adjusted in response to new Markham Transit service; other minor adjustments were made as required through the year. GO Transit again provided express service between York Mills/Yorkdale and Canada's Wonderland (the sixth such season under contract to the park), and operated an experimental, limited service for park employees to and from Richmond Hill. Other special services during the year included holiday service over Christmas and New Year's, service between Yorkdale and Oakville for the Canadian Open golf championship in July, and special service for Bramalea/Brampton/Georgetown during the Canadian National Exhibition.

Another highlight of the year was the GO Bus roadeo in May, the third annual. Twenty-three drivers entered the competition, a test of driver skill and professionalism, and the winner represented GO at the Canadian Urban Transit Association's national championship in Vancouver at Expo 86.

Statistics

	Passengers Carried (Thousands)		Route Kilometres Operated (At year end)		Kilometres Operated (Thousands)	
Corridor	1986-87	1985-86	1986-87	1985-86	1986-87	1985-86
Rail						
Lakeshore	12,174	11,511	97	97	1,363	1,333
Georgetown	1,478	1,419	47	47	93	84
Richmond Hill	592	551	34	34	89	91
Milton	1,335	1,320	50	50	93	111
Bradford	231	209	67	67	31	34
Stouffville	300	274	46	46	22	23
Total	**16,110**	**15,284**	**341**	**341**	**1,691**	**1,676**
Bus						
Hamilton	2,237	2,220	178	178	4,130	4,110
Milton	161	163	60	60	463	438
Georgetown	1,376	1,367	217	217	2,316	2,280
Newmarket	4,149	4,015	323	323	3,884	3,730
Uxbridge	117	113	124	124	405	402
Oshawa	2,420	2,348	172	172	2,635	2,638
Canada's Wonderland	347	348	29	29	467	439
Total	**10,807**	**10,574**	**1,103**	**1,103**	**14,300**	**14,037**
System	**26,917**	**25,858**	**1,444**	**1,444**	**15,991**	**15,713**

Rolling Stock

Bus fleet Twenty-six new buses were ordered and delivered this fiscal year under a new bus purchase, retirement, and structural assurance program designed to maintain the fleet in optimal service condition.

The first such formal policy for GO, the plan entails the programmed retirement of buses at the end of their economic life and their replacement by new vehicles, and the repair of old buses to ensure reliable operation for the duration of their service life; virtually all 184 buses in the present fleet will be replaced over the next 10 years under this program, which was approved in September by GO's Board.

The 26 new buses were bought from Motor Coach Industries, of Winnipeg, and are the first 102-inch-wide highway buses, as well as the first pure highway coaches with two axles, in the fleet. Designated model 102A2 by the manufacturer, the buses cost $6.11 million and were phased into service on delivery and acceptance, with most of them deployed in the CityLink corridor between Hamilton and Toronto. Besides being wider, and thus having slightly wider seats, than other buses in the fleet, the new 102A2s also have more kneeroom for passengers, a new interior color scheme, consoles above the seats with individual driver-signal buttons and focusable reading lights, and the ability to "kneel" by lowering the front end by about 10 centimetres (four inches) for boarding and disembarking ease.

The buses have been well received by passengers, drivers, and servicing staff alike.

Forty buses were repaired during the fiscal year under the structural integrity assurance part of the program, at a cost of $1.14 million. As well, 10 more buses were retrofitted for $40,000 to improve the reliability of air-conditioning.

Outfitting the entire fleet with microprocessor bus ticket issuing (BTI) equipment also received Board approval during the year. BTIs had been successfully tested on 21 buses for six months in 1984-85 as replacements for the obsolete, mechanical fare registers being used; 187 BTIs are being purchased for installing system-wide in May 1987, and the fare registers will then be sold to other transit companies.

The MCI 102A2, newest model in the GO Bus fleet

Rail fleet A $36.2-million order was placed in June with General Motors of Canada's Diesel Division for 16 new locomotives: eight to meet expansion needs, and eight to replace the original units GO had started out with in 1967. (The present fleet numbers 32 diesel-electric locomotives.)

The contract, which includes spare parts, calls for delivery in June through August 1988. The locomotives will be manufactured in London, Ontario, and will be the first of this model – F59PH – to be produced; its design, in fact, is a joint engineering effort of General Motors' and GO's, and at year end was on schedule, with conceptual engineering almost finished and detailed design under way for completion in October 1987.

The F59PH features several technological advancements that make it ideally suited to commuter service. It produces 3,000 horsepower for traction, enabling GO to operate 10-car bi-level trains with only one locomotive. Its traction motor and variable-speed engine are of the latest design, the latter making the F59PH quieter than its predecessor F40PH. Adhesion, reliability, fuel economy, and performance will all improve, and GO Transit hopes to standardize its fleet eventually with this locomotive.

During the year, the Bi-level III coach order placed at the end of the last fiscal year was altered to meet operational and manufacturing requirements. The composition of the 63-vehicle order changed from 56 trailer coaches and seven cab cars to 54 and nine; the contract price increased accordingly from $82.3 million to $82.7 million. Delivery was also set back by a few months to March 1988 through January 1989 to help the manufacturer, UTDC Inc., make a sale of 18 cars to the Florida Department of Transportation (a contract that gives GO the option to buy back the vehicles should Florida discontinue its bi-level service). The adjusted schedule will provide enough equipment to meet the December 1988 opening of the Lakeshore East GO Train extension to Whitby, but GO is nevertheless concerned that UTDC, because of other orders, will not be able to make the new schedule, and has entered into discussions with UTDC to resolve the matter.

The 63 new cars will increase the bi-level fleet from 151 vehicles (136 coaches and 15 cab cars) to 214 (190 coaches and 24 cab cars). The first generation of this distinctive product of Ontario technology, the Bi-level I, made its debut in 1978, and Bi-level II in 1983; GO is at present upgrading its original 80 Bi-level Is to Bi-level II standards, completing 16 in 1986-87 for a total of 43 cars retrofitted to date.

Other developments of the year included the conducting of a variety of tests to improve the design or function of GO's rail equipment, including air drier and levelling valve tests, as well as wheel slide control testing to increase wheel life.

The F59PH locomotive being developed for GO

Fleet maintenance GO Transit undertook a consultant's study to determine optimal solutions for fuel spill protection at its two maintenance facilities not yet equipped with oil interceptors.

Containment systems will be installed at Hamilton and Newmarket, GO's satellite bus garages, to ensure that all facilities (Willowbrook Maintenance Depot and Steeprock Bus Garage are already protected) meet the requirements of the Ministry of the Environment, local authorities, and building codes; spills can occur either while vehicles are fuelled or during the delivery of the fuel itself, and containment systems are designed to intercept and retain any spillage for disposal, preventing it from entering sewers and underground watercourses. The Hamilton and Newmarket work is expected to cost $200,000 and will be undertaken next fiscal year for completion by the end of August 1987.

At Hamilton Bus Garage, remedial site improvements costing $23,000 were carried out, including retaining wall repairs, fence and guardrail replacement, gravelling of the bus parking area, and local road improvements to prepare for future paving of the site. Besides the spill protection work already mentioned, no more major site improvements are expected to be done, however, until possibly 1988; the garage building itself had been renovated two fiscal years ago, shortly after GO acquired the facility.

A consultant's study was carried out for a major expansion of Willowbrook Maintenance Depot to handle the bi-level and locomotive fleet additions required for GO Train service expansion. Property was acquired during the year from CN Rail for expansion of the train storage yard. Construction will be phased to minimize disruption to Willowbrook's operations, and will begin with storage yard trackwork and wayside power installation in mid-1987 for completion by mid-1988. The five-year project is expected to cost about $9.5 million.

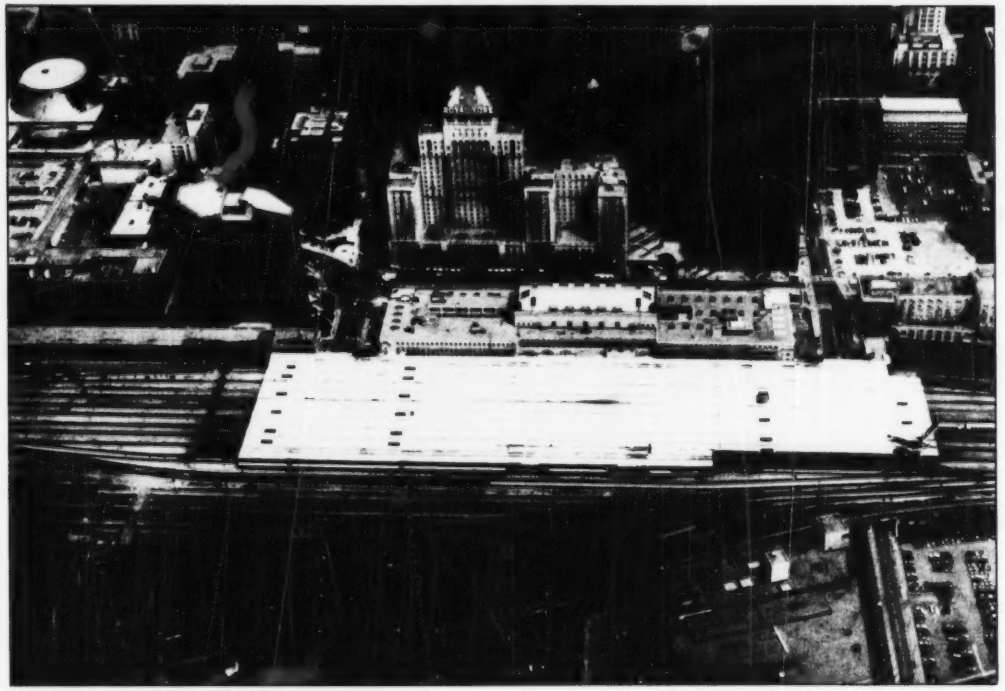
Stations and Terminals

Rail stations Responding to a dramatic surge in demand for parking, GO expanded parking capacity twice during the year at Rouge Hill station on the Lakeshore East. Late in 1986, 110 gravel spaces were constructed on land GO already owned for expansion, next to the north parking lot on the northwest corner of Lawrence Avenue and East Avenue, and another 25 spaces were squeezed into the existing lots; demand was so strong, however, that GO accelerated the project's second phase and added 100 more gravel spaces over the winter to bring the station's capacity to 917. The expansion included temporary lighting and cost $156,000. The new spaces will be paved, permanent lighting installed, and a new entrance off East Avenue built in the 1987-88 fiscal year; this final phase is estimated to cost $100,000 and will be completed by July 1987.

At Clarkson station on the Lakeshore West, a new pedestrian bridge was erected for $84,000 to replace the old Bailey bridge linking the bus loop with the south parking lot. Spanning Sheridan Creek, the new bridge is made of self-weathering steel and, with its concrete deck and stainless steel handrails, requires no maintenance except for snow clearance; it also has no stairs, unlike the old span, and opened for use in early March.

In the fall of 1986, heavy rains washed out the embankment of the north train platform at Guildwood on the Lakeshore East, and GO undertook a geotechnical study to determine the extent of the problem and the corrective measures needed. Slope protection work will be carried out in 1987-88, with completion by the end of August 1987, at an estimated cost of $150,000; the work will include platform and washout repairs, fence replacement, drainage improvements, and a monitoring system to detect any future settling.

GO proceeded with its tunnel repair program on the Lakeshore and Georgetown lines, its oldest routes, completing detailed design and undertaking a successful trial repair at Oakville station. The multi-year project will rectify the damage done to tunnels and stairways over the years by frost, ground water, and the salt used in snow clearance;



Union Station: Hub of the GO Train network

estimated to cost over $250,000, the first phase of the program will be carried out in 1987-88, funds permitting, at the stations in the greatest need.

Pavement rehabilitation was carried out again at various stations throughout the system, and repairs were made to 10 rail stations and bus terminals for $167,000.

Union Station To meet existing and projected requirements, the electrical supply system at Union Station was improved for $280,000 in fiscal 1986-87. Done between December and March, the work consisted of the upgrading of the power supply distribution network and, for public safety and to safeguard operations, the installation of a 200 kV diesel-electric emergency power generator.

The improvements were partly necessitated by the new passenger information system proposed for the GO concourse and trainshed. Preliminary design was finished this fiscal year for several elements of the project, which will provide a new public address system and new electronic signage on the platforms, as well as a new computer system to drive the passenger information equipment; hardware and software will be procured early in the next fiscal year for installation in late 1987.

Oakville station and ATIS A joint program involving GO, Oakville Transit, and the Ontario Ministry of Transportation and Communications was initiated in the fiscal year to demonstrate ATIS, an automated telephone information system. Scheduled to go live to the public in the fall of 1987, ATIS will provide callers with computer-generated information about both Oakville Transit's and GO's service and the connections between them: enquirers will be able to call up their own bus stop or the GO station to get information about the next two to three departures from that location; the GO information will be limited to bus and train departures from Oakville GO station.

Bus terminals The first phase of three years of improvements to extend the life of Hamilton Bus Terminal for 10 years was implemented, addressing safety and code-related electrical and mechanical improvements for a cost of approximately $54,000. The work was substantially finished by year end, with some electrical work carried over to the new fiscal year. Phase two will be undertaken in 1987-88 covering fire safety improvements, new roofing for the bus platform canopy, and some driveway work; exterior illumination will be installed and the bus driveway paved in the final phase in 1988-89.

▲ *Servicing at Steeprock garage*

System Security

A study of security at GO's rail stations and bus terminals was completed this fiscal year, and several minor improvements in safety and security were made as a result, including the installing of mirrors in tunnels and the replacement of glass at some locations to prevent injury. The study also led to new plans to step up security over the next few years, including improvements to present alarm measures.

A crime prevention program was also launched to give employees guidelines on reducing opportunities for criminal activity, lessening the risk of injury in a crime, and assisting the police and GO's security staff in reporting incidents and apprehending suspects.

Crowd management guidelines have been produced for employees in the wake of the vandalism inflicted on September 12 after a concert by the rock group AC/DC at the Exhibition: over $20,000 in damage done, mostly in broken windows and torn seats on board the bi-level train immediately after the show. The new guidelines cover security, communications, and contingency plans for all events served by GO that draw large crowds of people.

Enforcement of the Proof of Payment honor fare system on the Milton rail line was improved during the year by the computerization of data recorded by GO's transit officers in their daily inspections for valid tickets and passes, making it easier to identify repeat offenders and pinpoint previous warnings.

Toronto Transportation Terminal

The extensive redevelopment of Union Station's western approach corridor, known as the Toronto Transportation Terminal project, finally drew near completion in 1986-87.

At year end, the corridor's new, computerized signal system had been fully tested and was poised to become operational at the end of April 1987; originally it had been scheduled to go into use in June 1986, but an extra 10 months were needed to debug software programs, train staff, and complete the intensive checks and verifications required by the Canadian Transport Commission.

The new system will provide fail-safe control of all train movements in the corridor, replacing the outdated interlocking system and manual procedures that have been used for the last six decades. All trains in the western approaches to Union Station will now be governed by signals and follow specific routes predetermined by microprocessor; GO Trains bound for Union off the Lakeshore West and Georgetown lines will no longer have to "stop and proceed" at Bathurst Junction, the corridor's boundary, but rather will be able to glide right into the station, reducing transit time by two to five minutes. The approach corridor is one of the busiest in Canada and is heavily travelled by freight and intercity passenger trains as well as GO.

The redevelopment project, which began in 1978 with construction of a new GO concourse in Union Station, was designed to meet long-range demands on downtown Toronto's rail terminus complex by increasing passenger-handling capacity and opening up the bottleneck at the western end of the corridor. Besides the new signal network, extensive track and switch improvements were also made; the mainline tracks at Bathurst Junction increased from two to six; a flyunder built to route Lakeshore GO Trains under other rail traffic; and the Bathurst North yard built for the layover of GO Trains between rush hours.

The project cost $60 million – borne entirely by the Province of Ontario – and included the $10-million GO concourse and some $5 million in improvements made to it since it opened in 1979.

Even with this massive project over, however, more construction, though not GO's, will be carried out in this corridor over the next few years and could have some effect on train schedules. Toronto's dome stadium being built on the railway lands next to the CN Tower has triggered several major commercial and public works projects, and several new roadways and pedestrian passageways are being built to improve north-south and east-west links with the stadium. These include three new bridges which will be built over the rail corridor in 1987 and 1988: a widened Spadina Avenue bridge, a road bridge at Peter Street, and a pedestrian span at the John Street signal tower. Construction has been timed though to incur the least impact on rail service, with work affecting train movements generally planned for nights and weekends.

Proof of Payment

Proof of Payment ticketing, after being successfully tried out on one rail line for the past two fiscal years, is being extended to the rest of the GO Train network. GO's Board approved the extension in January 1987, and the expansion is scheduled to be in operation by the fall of 1988.

Known simply by its acronym, the POP honor fare system was introduced in May 1985 on the Milton line for a trial run testing equipment, staff handling, and passenger reaction. The POP concept is relatively new to Canada and the United States but proven in Europe, and the GO experiment was the first North American application to encompass variable fares.

The system puts passengers on their honor and does away with the need to deposit a ticket or show a pass every time on entry or

exit; with POP, passengers need only produce proof of fare payment – a valid proper ticket or pass – when asked in random spot checks by GO personnel. With this otherwise unrestricted access, passenger flow through stations is thus greatly improved, and lineups all but eliminated.

Besides being convenient for passengers, POP also benefits GO Transit by enabling it to effect operational cost savings and streamline the cumbersome ticketing system it has had since it started up in 1967. In addition, POP's microprocessor ticket issuing and cancelling equipment will improve statistics gathering and thus enhance operational planning and revenue control.

At year end work was under way to determine the station modifications required for the convenient location of ticket cancelling machines; some construction is planned to start in the fall of 1987.

Fare Increase

Fares went up on July 1, with single-ride fares increasing by an average 4.2 per cent.

The increase raised the two-part formula for calculating single-ride fares from a fixed base charge of 44 cents plus a distance charge of 6.3 cents a kilometre to 46 cents plus 6.6 cents. The minimum fare charged for any trip, bus or rail, rose by 5 cents to $1.55. Although GO's rounding of fares to the nearest 5 cents created variations in the actual percentage increase in specific fares, no single-ride fare was allowed to go up by more than 6 per cent.

A basic change was made this year to the discounting formula used for 10-ticket books, POP 10-ride tickets, monthly passes, and student fares, but the actual dollar discount remained the same as last year's. The half-price discount for children's and senior citizens' fares did not change, and the cost of a group pass stayed at four single adult fares.

The fare increase was necessary to bring in additional revenue to help defray operating costs. A major source of revenue had been lost when long-term leases of train equipment to American transit operators were not renewed: extra revenue that had been used to cushion fare increases, keeping them artificially low; also absent this year was revenue from the sale of surplus single-level rail cars, which netted GO over $2 million last fiscal year.

GO also kept a tight lid on expenses this year by setting an operating budget that was only 4 per cent higher than for 1985-86. Its cost recovery performance slipped slightly compared to last year: it recovered 60.2 per cent of operating costs through revenue, compared with 61.2 per cent in 1985-86 (and 60.4, 58.3, and 53.8 per cent in the years before that). Cabinet had set a cost recovery target of 65 per cent for GO in 1977, and GO Transit continues to make every effort to attain this goal.

Non-Fare Revenue

Revenue from sources other than passenger fares dropped substantially this fiscal year, partly because two long-term leases of rolling stock to American transit properties had ended the year before.

Sundry revenue in 1986-87 totalled nearly $2.2 million, compared with $5.5 million the year before, and included $197,000 in interest income, $53,000 in rolling stock rentals, $614,000 from the leasing of commercial space, $245,000 in advertising revenue, $553,000 in ticket sales commissions, and $502,000 from miscellaneous sources. Commercial space, ticket commission, and miscellaneous revenue were all greater than in 1985-86.

Employees

Several significant matters concerning employees occurred during the fiscal year:

Collective bargaining A new, two-year collective agreement covering 450 unionized employees was negotiated between GO Transit and Local 1587 of the Amalgamated Transit Union. The agreement, signed in March, runs from December 1986 to January 1989 and increased wages by an average 7.99 per cent, including improvements in benefits and working conditions.

The agreement was reached in 30 meetings over three months – a relatively short period because of the co-operation between union representatives and management; continued improvement in employee relations is anticipated as a result. Local 1587 is the exclusive bargaining agent for GO employees, representing all staff except management, supervisors, foremen, and office and technical staff.

In conjunction with the new agreement, GO stepped up its emphasis on health and safety and implemented a number of policies and procedures to continue safeguarding the health, safety, and environment of not only its employees but the travelling public as well.

Employee Assistance Program A new, confidential counselling and referral service was launched this year for all GO Transit employees and pensioners and their immediate families. The Employee Assistance Program, known familiarly as EAP, was established to give employees access to independent professional assistance in a wide variety of matters ranging from marital and family problems, job stress, and substance abuse to financial and legal advice, retirement counselling, and day care referral. The service is operated for GO by a private resource firm and administered by a staff committee made up of representatives from management and union and non-union employees.

By year end the program had served 41 employees, an utilization rate of 6.8 per cent, well above the 5 per cent forecast for the first year of the EAP's existence.

Smoking ban A three-phase ban on smoking in the workplace was introduced on January 5, and GO Transit offered assistance to employees through EAP counselling, referrals to other agencies, and subsidizing enrolment in stop-smoking clinics. The first phase of the ban prohibited smoking inside rail stations and bus terminals, including employee work areas visible to the public; the second phase, to take effect on April 1, 1987, will extend the ban to all work stations; and the final phase in September 1987 will make *all* GO facilities and offices smoke-free. (See also *Smoking and Tobacco Advertising Ban.*)

Supervisory training A formal training program for first-line supervisors and managers was introduced during the year. The program, GO's first, was purchased from a professional agency, and instruction will be given by staff members certified by this agency; it uses a behavior and skill development approach and emphasizes the handling of day-to-day situational problems. Four instructors were certified by year end, and the program was expected to be in operation by late summer of 1987.

Job evaluation In November, a consultant was retained to develop and implement a job evaluation program and equitable pay schedule for all non-union positions: the first such undertaking by GO. The program, which eventually will be administered in-house, involved the completing of a detailed questionnaire by all affected employees and the subsequent evaluation of job positions by senior management; by year end the process had been completed, and the consultant's recommendations were scheduled to be presented to GO Transit's Board at its first meeting of the new fiscal year.

Smoking and Tobacco Advertising Ban

The gradual elimination over the years of smoking on the GO system moved into its final stages in fiscal 1986-87.

A ban on smoking went into effect in the fall of 1986 in passenger shelters, stairways, and tunnels and was extended on January 5 to all rail station and bus terminal interiors, making it illegal for passengers to smoke indoors anywhere on GO Transit. This latest policy had had its beginnings in 1970's partial ban on board vehicles and its extension in 1978 to all trains and buses; public acceptance of GO's policy over the years had been favorable, and public opinion in fact precipitated the latest steps to make the system smoke-free, including a ban on smoking in the workplace and the banning of tobacco advertising.

The workplace policy also took effect on January 5, eliminating smoking in three phases, beginning with the prohibiting of employee smoking in view of the public; the second phase, starting April 1, 1987, extends the ban to all work stations, and the final phase will impose a total ban throughout all offices and work areas on September 1, 1987.

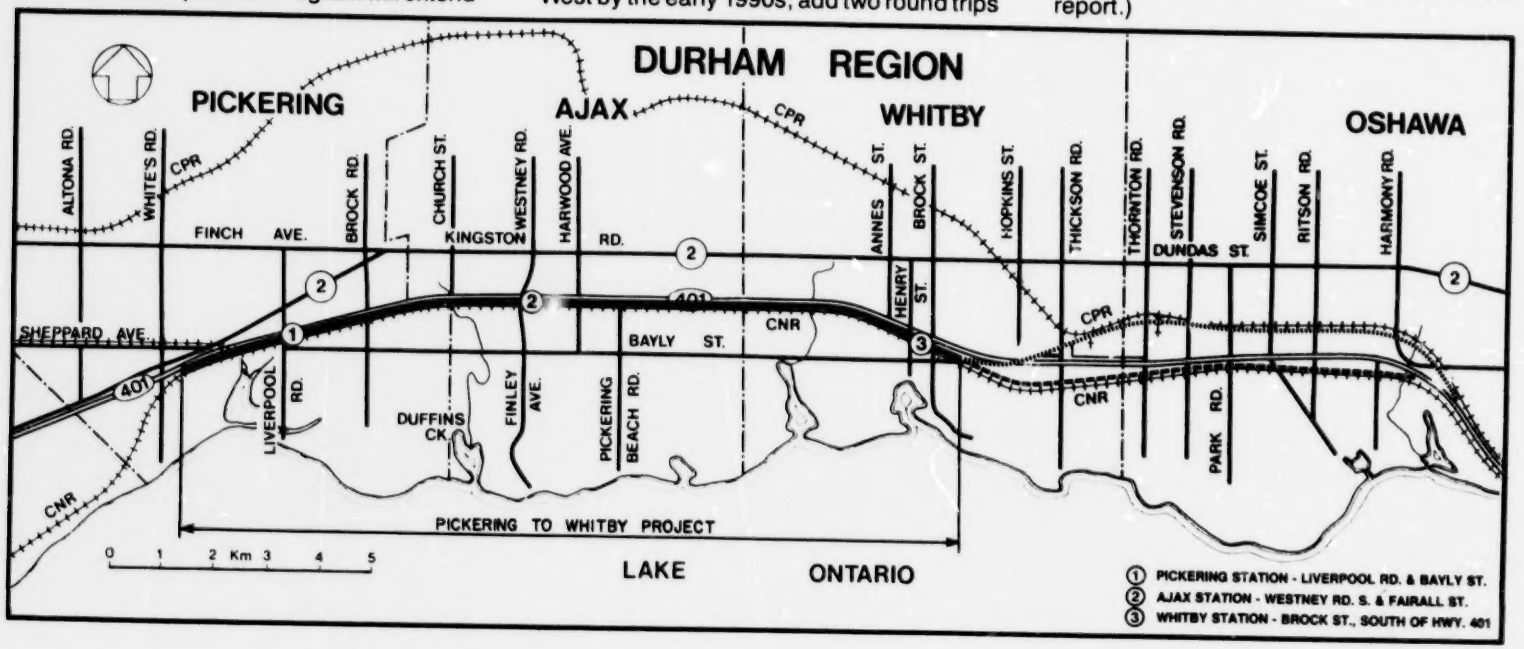
Tobacco advertising was banned in March, when GO Transit's Board decided not to accept any new advertising and not to renew an existing tobacco advertising contract on its expiry in March 1988. The immediate loss of revenue this policy caused is expected to be offset by other advertising revenues in the near future.

◄ *Posters announced January ban to passengers*

GO Train Service Expansion Program

Work progressed on schedule for the expansion of GO Train service on the Lakeshore and Milton lines. These expansions are the successor to the Advanced Light Rail Transit (GO-ALRT) network being developed in 1982-85 and have been allotted $284 million (in 1984 dollars) by the Province for implementation.

Announced in October 1985, the new GO Train Service Expansion Program will extend service by conventional means, using diesel-hauled bi-level trains instead of the light rail trains planned for GO-ALRT. It will extend full service on the Lakeshore East from Pickering to Whitby by late 1988, a full year ahead of the original ALRT timetable, on trackbed already partly graded for the light rail project; phase service up to full schedules between Oakville and Burlington on the Lakeshore West by the early 1990s; add two round trips to the present three on the Milton weekday line in late 1988; and continue investigating the best means of expanding service further east to Oshawa and west to Hamilton. The program also includes the acquisition of locomotives and bi-level coaches and the expansion of GO's Willowbrook train servicing depot to handle the expanded fleet. (For more background details, see the 1985-86 annual report.)



Highlights of the expansion program's progress to date are:

Pickering to Whitby project The six major civil works contracts previously awarded for GO-ALRT grading and bridgework on the 15-kilometre section from Pickering, the present railhead, to Whitby were completed during the fiscal year. Four major civil contracts were awarded for $19.5 million to finish the trackbed and structures phase, including completion of the new Westney Road interchange on Highway 401 (all ramps will be open to traffic by October 1987).

All trackwork components, including concrete ties, track fasteners, switches, and rail, were procured for $7.5 million. The design and installation of a signal network for the section was awarded to CN Rail for $6.4 million. The design of Whitby station was finished, and consultants were assigned for the design of Ajax station and Pickering station's renovation, for completion by May 1987 (Whitby station will be the prototype for the engineering standards for the other two stations).

All design and construction for this section continued on schedule, with trackwork and station construction scheduled to begin in the spring of 1987, and revenue service is expected, as planned, to begin operating in December 1988.

Oakville to Burlington project Work also progressed on schedule in this 15 km section between Burlington and Oakville, the Lakeshore West's present terminus for full service. The first step in expanding service took place in October, when a third Hamilton-Toronto round trip and two Port Credit short-turn trains were added, improving service considerably for commuters in the morning rush hour. The new Third Line CN bridge in Oakville, whose construction had started under the GO-ALRT program, was finished and officially opened in November – the first construction project to be completed under the new expansion program.

Station design work started during the year for the Burlington and Appleby stations, with construction slated to begin in summer 1987; the Burlington work consists of a new rail siding and commuter platform, for completion by the fall of 1987, and the Appleby work involves construction of a new station on Fairview Street east of Appleby Line, for completion in September 1988. CN Rail, VIA Rail, and GO Transit continued their detailed analysis of rail traffic movements in the Burlington to Toronto corridor, which when completed will enable the identification of the track and signal improvements required to proceed, as well as the design work for the implementation of full service into Burlington, which is scheduled to start in the early 1990s.

Milton line expansion The environmental study report required for the expansion of service on the 50 km Milton line was prepared this fiscal year, and approval to proceed with the upgrading was granted by the Ministry of the Environment on review of the report. CP Rail initiated design work for the expansion's track and signal plant improvements, with completion scheduled for summer 1987. CP also procured major track and signal components for $3 million and will begin track grading and installation in the late fall of 1987.

Consultants were appointed for design work at Erindale station and Guelph Junction, with construction scheduled to begin in late 1987: Erindale's work consists of widening the existing platform, building two pedestrian tunnels, and replacing the Burnhamthorpe Road pedestrian overpass – all to accommodate the new third track for the expansion; the station's parking capacity will also be expanded in fiscal 1987-88 from the present 397 spaces to approximately 750. At Guelph Junction, GO's overnight and weekend storage yard just west of the line's Milton terminus, layover and wayside power facilities will be expanded to accommodate the expansion's additional two trainsets.

All work progressed on schedule and will be completed in late 1988.

Equipment and maintenance See *Rolling Stock* and *Equipment Maintenance*.

Future Service

Transportation Planning Forum GO Transit participated during the year in the Transportation Planning Forum convened by the Minister of Transportation and Communications to look at economic and land use trends, transportation pressures, and the benefits and costs of various Provincial and municipal transit proposals for the Greater Toronto Area (GTA).

GO was among several transit operators that took part in working groups organized by the forum, which was made up of senior planning officials from the Ontario Government and the regions and municipalities in the area; the information generated by the forum provided the MTC with a sound base from which to develop an investment strategy for future transportation growth in the area.

Transportation Tomorrow survey GO also took part in the Transportation Tomorrow survey co-ordinated and funded by the MTC, a major survey of the travel habits of the GTA's residents.

The first undertaking of this scope in two decades, the telephone survey collected information from 61,000 households in Metropolitan Toronto and the surrounding regions of Durham, York, Peel, Halton, and Hamilton-Wentworth (geographically the Toronto commutershed area which GO serves); polling was done in September through December, and the survey's findings were at year end being tabulated for report in the spring of 1987. The new data collected by the survey will provide planners with valuable updating and also form the basis of a co-ordinated planning approach for the transportation needs of the commutershed.

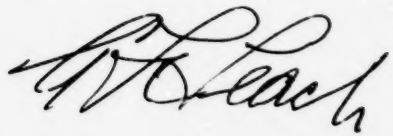
Transit Advisory Group The Province of Ontario established an advisory group during the year to probe the future of interregional transit in the GTA.

GO Transit presented its position at its December Board meeting, attended by the group, in a paper titled *Towards The Year 2000;* the submission included recommendations that the MTC be acknowledged as the transportation co-ordinator in the GO service area, that the focus of the MTC's co-ordination be shifted from details to broader policy issues, that GO assume a greater interregional transit planning role integrated with but subordinate to the MTC's province-wide role, that GO's primary mission continue to be that of an interregional, not local, carrier, and that GO's mandate be reviewed with these recommended changes in mind.

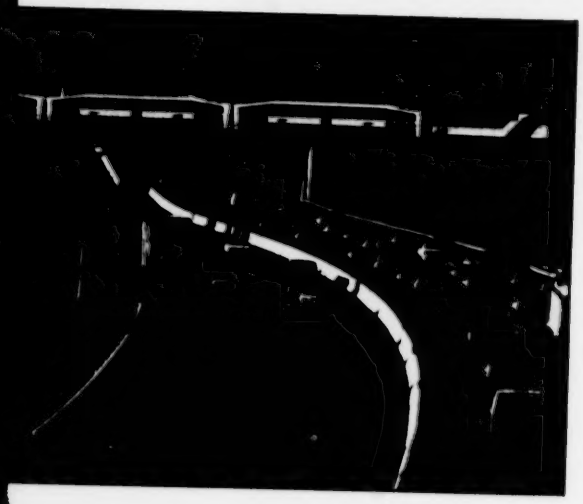
The Transit Advisory Group also sought submissions from other transit operators and from the public and is expected to report on its findings, which may have far-reaching implications on transit in the GTA, in May 1987.

GO service A consultant's study on the feasibility of expanding Georgetown and Richmond Hill GO Train service was completed and presented to GO in June. It concluded that significant upgrading is possible for approximately $100 million per corridor; the findings are being considered by the MTC in its transportation review and investment strategy for the GTA.

GO service expansions being studied include full service on all rail lines except the Bradford service; peak service upgrading on the Bradford line; extension of the Lakeshore East from Whitby to Oshawa and the Lakeshore West from Burlington to Hamilton; and new GO Bus services on Highway 403 between Hamilton and Yorkdale, Highway 7 between Brampton and Markham, and Highway 50 between Bolton and Yorkdale.



A. F. LEACH
Managing Director
and Secretary



To the Members of the Toronto Area
Transit Operating Authority,
the Minister of Transportation
and Communications, and the
Provincial Auditor:

We have examined the balance sheet of the Toronto Area Transit Operating Authority as at March 31, 1987 and the statements of equity, operations and changes in financial position for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as we considered necessary in the circumstances.

In our opinion, these financial statements present fairly the financial position of the Authority as at March 31, 1987 and the results of its operations and the changes in its financial position for the year then ended in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Peat Marwick.

Toronto, Canada
May 29, 1987

Peat Marwick
Chartered Accountants

TORONTO AREA TRANSIT OPERATING AUTHORITY

BALANCE SHEET AS AT MARCH 31, 1987

(In thousands of dollars)

Assets

	1987	1986
Current		
Cash	$ 1,436	$ 1,143
Accounts receivable	2,094	1,933
Deposit with C.N.R.	12,600	10,200
Due from the Province of Ontario	13,825	20,152
Spare parts and supplies	1,269	1,209
Prepaid expenses	193	380
	31,417	35,017
Fixed		
Land	24,922	24,910
Buildings and equipment (Note 2)	159,356	161,123
Leasehold improvements, net of accumulated amortization of $410 (1986 - $327)	5,364	1,340
Improvements to railway right of way and railway plant, net of accumulated amortization of $36,333 (1986 - $30,231)	100,098	90,431
Construction in progress		
Toronto Transportation Terminal Project (Note 6b)	32,727	30,489
GO Train Service Expansion Program	62,221	—
Other	5,098	11,831
	389,786	320,124
	$421,203	$355,141

Liabilities

	1987	1986
Current		
Accounts payable and accrued liabilities	$ 27,683	$ 32,148
Unearned revenue in respect of tickets sold and not used	962	784
	28,645	32,932

Equity

Province of Ontario	392,558	322,209
	$421,203	$355,141

Commitments (Note 6)

On behalf of the Members

L. H. Paros ..... Chairman

J. Stevens ..... Member

See accompanying notes to financial statements.

STATEMENT OF EQUITY

FOR THE YEAR ENDED MARCH 31, 1987
(In thousands of dollars)

	1987	1986
Equity at beginning of year	$322,209	$313,517
Capital contribution from the Province of Ontario	88,382	25,350
Other M.T.C. contributions from the Province of Ontario	—	681
	410,591	339,548
Amortization of capital contributions	(18,033)	(17,339)
Equity at end of year	$392,558	$322,209

STATEMENT OF OPERATIONS

FOR THE YEAR ENDED MARCH 31, 1987
(In thousands of dollars)

	1987	1986
Revenue		
Commuter services	$ 56,700	$ 51,647
Sundry revenue (Note 4)	2,157	5,519
	58,857	57,166
Expenses (Note 5)		
Train and bus operations	77,134	74,266
Terminals and plant	31,755	31,300
General and administration	17,000	15,637
	125,889	121,203
Loss from operations	67,032	64,037
Operating subsidy from the Province of Ontario including amortization of capital contributions of $18,033 (1986 - $17,339)	67,032	64,037
Net income for the year	$ —	$ —

See accompanying notes to financial statements.

STATEMENT OF CHANGES IN FINANCIAL POSITION

FOR THE YEAR ENDED MARCH 31, 1987

(In thousands of dollars)

	1987	1986
Cash from (used in) operations		
Revenue	$ 58,857	$ 57,166
Expenses	(125,889)	(121,203)
Adjustments for non-cash items:		
Depreciation and amortization	18,033	17,339
Loss (gain) on sale of fixed assets	7	(2,154)
	(48,992)	(48,852)
Net change in non-cash working capital balances	(394)	(925)
	(49,386)	(49,777)
Cash from (used in) investment		
Fixed asset additions	(88,382)	(26,031)
Fixed asset disposals	680	4,086
	(87,702)	(21,945)
Cash from financing		
Province of Ontario		
Operating subsidy	48,999	46,698
Capital contributions	88,382	26,031
	137,381	72,729
Net increase in cash	293	1,007
Cash, beginning of year	1,143	136
Cash, end of year	$ 1,436	$ 1,143

See accompanying notes to financial statements.

NOTES TO FINANCIAL STATEMENTS

FOR THE YEAR ENDED MARCH 31, 1987

(In thousands of dollars)

1. Significant accounting policies

(a) General

These financial statements are prepared by management in accordance with accounting principles generally accepted in Canada.

(b) Spare parts and supplies

Spare parts and supplies are valued at the lower of cost and replacement cost.

(c) Fixed assets

Fixed assets are valued at cost.

The Authority provides for the depreciation and amortization of the various classes of assets over their estimated useful lives on a straight line basis. Depreciation for locomotives and auxiliary power control units is calculated using a straight line rate applied to cost plus an estimation of future overhaul costs.

Buildings and equipment	
Shelters and ticket booths	5 years
Other buildings	20 years
Locomotives and auxiliary power control units	25 years
Other railway rolling stock	25 years
Buses	12 years
Parking lots	20 years
Sundry — Furniture and fixtures	12 years
— Other	3-5 years
Improvements to railway right of way and railway plant	20 years
Leasehold improvements	20 years

(d) Commuter services revenue
Revenue is recognized when the transportation service is provided. Unearned amounts are reflected in the balance sheet as current liabilities.

(e) Subsidies
Operating subsidies paid by the Province of Ontario are treated as reductions of operating losses. Capital contributions from the Province of Ontario are included in equity and are amortized to income over the useful lives of the related assets.

2. Buildings and equipment

	1987			1986
	Cost	Accumulated depreciation	Net book value	Net book value
Buildings	$ 33,343	$11,885	$ 21,458	$ 20,772
Locomotives and auxiliary power control units	30,964	15,271	15,693	17,399
Other railway rolling stock	143,138	40,502	102,636	108,630
Buses	25,628	13,958	11,670	7,001
Parking lots	7,718	2,655	5,063	5,092
Sundry	6,216	3,380	2,836	2,229
	$247,007	$87,651	$159,356	$161,123

3. Operating agreements
Substantially all of the services provided by the Authority are operated by outside parties using vehicles and rolling stock owned by the Authority. Charges from the parties in respect of the operating agreements are recorded on an incurred and estimated basis. These services are governed by the following agreements.

Canadian National Railways	June 1, 1977 to May 31, 1987
Gray Coach Lines	To December 31, 1987
Canadian Pacific Limited	October 26, 1981 to October 25, 1991
Charterways Transportation Limited	January 1, 1987 to December 31, 1987

4. Sundry revenue
The details of sundry revenue are as follows:

	1987	1986
Interest income	$ 197	$ 309
Rentals – rolling stock	53	1,261
Rentals – space	614	583
Advertising revenue	245	325
Commissions – ticket sales	553	525
(Loss) gain on sale of fixed assets	(7)	2,154
Other	502	362
	$ 2,157	$5,519

5. Expenses
Further details of expenses are as follows:

	1987	1986
Salaries, wages and fringe benefits	$ 24,400	$ 21,168
Payments to outside parties for operation of services	46,512	42,549
Fuel and oil	7,682	8,971
Other expenses	19,220	20,668
	97,814	93,356
Leases, rentals and user charges	10,042	10,508
Depreciation and amortization	18,033	17,339
Total expenses	$125,889	$121,203

Of the total expenses above, $97,814 (1986 - $93,356) is recognized as recoverable, in part, from passengers and other sources of revenue. The target amount to be ultimately recovered has been established by the Authority at 65% of the recoverable expenses. In 1987, total revenue amounted to $58,857 (1986 - $57,166) and represents a recovery of 60.2% (1986 - 61.2%) of the recoverable expenses.

6. Commitments

(a) Purchase of bi-level commuter rail cars and locomotives

Deposit on contract with the Urban Transportation Development Corporation Ltd. for the purchase of 63 bi-level commuter rail cars	$ 12,403
Deposit on contract with General Motors of Canada Ltd. for the purchase of 8 locomotives for the heavy rail expansion program and 8 replacement locomotives	1,812
Total	$ 14,215

The balance of the purchase price for the bi-level commuter rail cars and locomotives of $112,782 will be paid out over the period to February 1989 as the Authority takes delivery.

(b) Toronto Transportation Terminal Project

The Toronto Transportation Terminal Project initially involved the Province of Ontario, the Authority, the Government of Canada, the Canadian National Railway Company, Canadian Pacific Limited and the Toronto Terminals Railway Company. As the parties could not reach agreement on a satisfactory cost sharing arrangement for the capital costs of the project, work is proceeding at the Authority's expense on a modified program which provides only for the immediate needs of the Authority's services.

(c) Leases

Minimum operating lease payments in each of the next five years and in aggregate are as follows:

1987-1988	$ 1,670
1988-1989	1,419
1989-1990	1,368
1990-1991	1,210
1991-1992	1,008
Thereafter	5,795
	$12,470

In addition to the commitments above, the Authority has entered an agreement to lease land which expires in 2079. The annual rental under this lease is one hundred and fifty-three thousand dollars.

7. Pensions

The Authority provides pension benefits for its employees through participation in the Public Service Superannuation Fund established by the Province of Ontario. The Province is amortizing the unfunded liability of the plan through a series of annual payments and has charged the Authority for its share of such payments for the year.

8. Remuneration of appointees

Total remuneration of Members of the Board of Directors was twenty-eight thousand five hundred and eighty-three dollars during the fiscal year.

Objectives

GO Transit (the Toronto Area Transit Operating Authority) is an Agency of the Crown established to:

Design and operate interregional transit for people whose travel takes them through more than one regional municipality;

And encourage convenient and efficient meshing of the transit systems operating in the Toronto-centred area and interfacing with the GO Transit system.

Area of Jurisdiction

GO Transit is a voluntary association, empowered by legislation, of the Regional Municipalities of Peel, York, Durham, Halton, and Hamilton-Wentworth, the Municipality of Metropolitan Toronto, and the Province of Ontario.

Membership

The Board is composed of seven Members: the Chairman, appointed by the Lieutenant Governor in Council, and the Chairmen of the Councils of Peel, York, Durham, Halton, Hamilton-Wentworth, and Metropolitan Toronto.

Members

L.H. PARSONS
Chairman

G.H. HERREMA
Vice-Chairman of the Board
Chairman, Council of
The Regional Municipality of Durham

R.F. BEAN
Chairman, Council of
The Regional Municipality of Peel

C.D. FLYNN
Chairman, Council of
The Municipality of Metropolitan Toronto

E.R. KING
Chairman, Council of
The Regional Municipality of York

P.D. POMEROY
Chairman, Council of
The Regional Municipality of Halton

W.L. SEARS
Chairman, Council of
The Regional Municipality of
Hamilton-Wentworth

Minister

The Honourable ED FULTON
Minister of Transportation and
Communications

Officers

A.F. LEACH
Managing Director
Secretary to the Board

A.M. ROBINSON
Director, Finance
Treasurer to the Board

J.A. BROWN
Executive Director, Operations

H.W. CLELLAND
Executive Director, Engineering,
Development and Plant

D.A. SUTHERLAND
Executive Director, Finance and
Administration

W.M. BURNS
Director, Transportation

J.M. BURWELL
Director, Administration

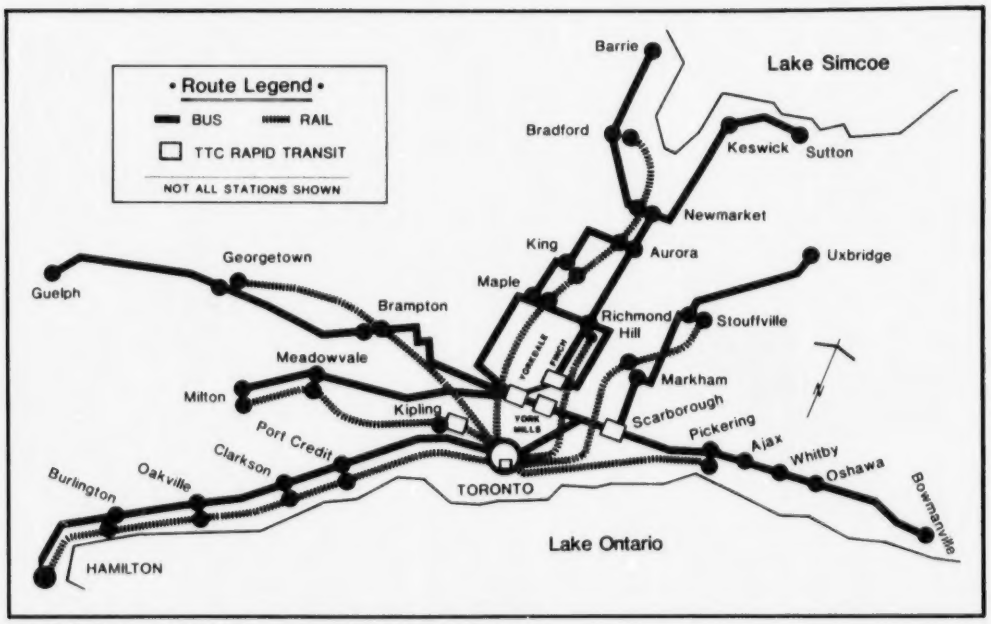
R.J. DESJARDINS
Director, Personnel, Audit and Security

R.C. DUCHARME
Director, Engineering and Development

R.H. JOHNS
Director, Equipment

N.W. KUSTER
Director, Equipment Engineering

C.S. STRADLING
Director, Plant Maintenance



The GO Train and GO Bus network at March 31, 1987

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